

RAIL STRIKE SETTLED BY 35 TO 40 PER CENT OF ROADS

Agreement Reached by Leader Jewell of the Striking Shopmen and Daniel Willard, President of the Baltimore and Ohio Railroad—All Strikers Who Have Not Engaged in Violence Are to Return to Work, and the Carriers Are to Retain All Men Now at Work—Disposition of the Seniority Question Has Not Been Divulged—Commission is Created to Decide All Cases That "May Properly be Referred to It"—Policy Committee Has Authorized Leader Jewell to Sign a Separate Peace Agreement With Individual Roads.

Chicago, Sept. 15 (By the A. P.)—B. M. Dewell had been the striking rail way shopkeeper, announced tonight that the union's policy committee of ninety had authorized him to negotiate individual peace agreements with the railroads of the country based on the terms of the national railroad plan adopted by the policy committee.

"We have agreed to the terms of settlement yielding wherever possible and standing where there was no other avenue open honorably to those we represented."

"All men are to return to work in positions they held originally held on June 28, 1932, at the same point according to the statement issued by the policy committee."

"The method of procedure adopted by the policy committee at the meeting in that no one was any longer, even though included in the settlement at this time, are to return to work unless they have received the necessary directions from their respective system of railroad."

The terms of settlement were as follows:

"1.—In order to bring to an end the existing strike of employees upon the railroads and relieve the country from the adverse effects thereof and to expedite the movement of essential traffic, the following memorandum of agreement is made under the understanding

which the parties hereto accept, that the terms hereof shall be carried out by the officers of the companies and the respective employees. The purpose is a spirit of conciliation and sincere purpose to effect a genuine settlement of the matters in controversy referred to below. This paragraph does not apply to existing strikes in effect prior to July 1, 1932.

—All men to turn to work in stations of the class they originally held on June 20, 1932, and at the same point, as many of such men as possible are to be immediately put to work on the same basis as all other employees who have been on strike be put to work or under pay not later than thirty days after signing of this agreement, except

such members have been provoked into a course of action which is not in the best interests of the company, the commission, hereinafter provided for, shall be sufficient cause for dismissal from service.

"The relative standing as between themselves of men returning to work and men laid off throughout the period of the strike, including general chairman and others who were as of June 9, 1921, peace had been voted came the first public statement from S. Davis W. Field, president of the Seaboard Air Line and representative of a railroad industry company, said in central Illinois 200,000 of stock which showed he was responsible for negotiations that finally ended in the agreement.

The agreement was reached because the commitment of the management

properly on leave of absence, will be restored as of June 30, 1932, and they will be called back to work in that order.

4.—If a dispute arises as to the relative standing of an employee or if any other controversy arises growing out of the strike that cannot be otherwise adjusted by the carrier and national representatives of the employees, the following procedure shall apply:

(a) The carrier shall call upon the employees' representative organization to

thereof, the matter shall be referred to the organizations parties to this agreement, the employees or the carrier in the interest of any employee who may be aggrieved, to a commission to be established and constituted as hereinafter provided, for final decision by a majority vote.

"5-The commission referred to in

On the government attorneys' side, the strikers' spokesmen for the government declared that the settlement reached Judge Johnson's court was "a far cry from the government's original position."

One government attorney said he agreed on all the roads would not share the government's determination to go through with the injunction action.

MARKS BEGINNING OF THE

may be referred to as "the persons may
in 1923, but not thereafter."
be harmful as such, if the agreement is
reached for the purpose of composing
a spirit of compromise this controversy.
all parties hereto agree that neither
this agreement nor the above proposed
communication, above provided for, shall be
used or cited in any controversy
between these parties or between the rail-
road and the public.

New York, Sept. 12.—By the shopmen
strike settlement in Chicago today may
"the beginning of the end" of the strike
declared F. D. Underwood, president
of the American Association of Railroad
men, who said that his road was not a party to
the agreement.

"It looks like this beginning of
the end."

boards signing the same, or any other class or classes of their employees in any other controversy that may hereafter arise.

OT "Both parties pledge themselves in that no intimidation nor oppression shall be practiced or permitted against any of the employees for their membership in the union, for their failure to join the union, for their failure to leave service or for an against those who have taken work under this un-

and," Mr. Underwood said. "The agreement is a part of the Chicago agreement, and I cannot say that we will take if the agreement is submitted to us until we hold a meeting of our board of directors."

Mr. Understanding, who is the agreement signed into today a consent to the same as that discussed at a minority meeting of the railroad board

brotherhood mediators here recently understand it will be submitted to all room and board parties to be mutually speaking. I see no reason why strike may not be ended on practical grounds within a very short time."

At the office of the Pennsylvania State Federation of Labor Unions, it was stated that the strike settlement was being effected by the Pennsylvania State Federation of Labor Unions, which was operating at normal

the statesmanship shown by S. Davine Wardle, president of the Seaboard Air Line, had prevailed at the outset, differences would have been confined to the technical details of the new law, not broken down by the law but they are human and expect to be accorded the consideration which they believe they are entitled to receive as the inalienable right of the

The sought settlement through the peaceful method of continued negotiations not by resorting to violence or other unlawful acts. The intimation secured by the strikers that "Ainslie said it was near the close of these important and far reaching negotiations, would have, if secured forty-eight hours earlier, disrupted them.

"We have never been offered. We accepted the administration's proposal for settlement, and were not responsible for the misapprehension of alleged understandings between the administration and the chairman of the committee. We were not involved in the activities to which its defeat by that body was attributed. Neither were we responsible for the labor provisions of the plan." The plan was submitted in the latter part of 1902, and was the work of the planning committee headed by Henry H. Vandyke. Mrs. Maria Foster, of Jersey received second prize, while honorable mention went to Myra Bell of San Francisco and Elizabeth W. of Edinburgh.

In the preparatory course the medal was awarded to Katherine M. of Springfield, Ill. The second prize

The transportation act. We conducted our proceedings under the well recognized labor policies of long standing. The public will not believe that the rank and file and labor condone acts of violence, resulting in loss of life among train service employees and others through the constant effort